

Town of Matthews Small Area Plan

November 12, 2007



Agenda

- Introduction
- Design Process
- Site Analysis
- Design Concepts
- Final Small Area Plan



Introduction

- 320+/- Acre Small Area Plan Site
- Proposed Regional Sportsplex located South of the Site
- The Town of Matthews Retained Woolpert, Inc. to Prepare the Small Area Plan
- Woolpert, Inc. is also Preparing the Regional Sportsplex Plan for Mecklenburg County
- Design Process
 - Site Analysis
 - Conceptual Plan
 - Functional Relationship Diagram
 - 50% Concept Plan
 - Final Design
- Final Deliverable
 - Master Infrastructure Base Map
 - Conceptual Build-Out Framework



SAP Design Process

- The Project Team
 - Woolpert, Inc. and The Town of Matthews
 - Technical Assistance and Review Provided by
 - Mecklenburg County Real Estate Services Department
 - Park and Recreation Department
 - Public Input Provided By
 - Land Owners
 - Adjacent Land Owners
 - Representatives of Land Owners



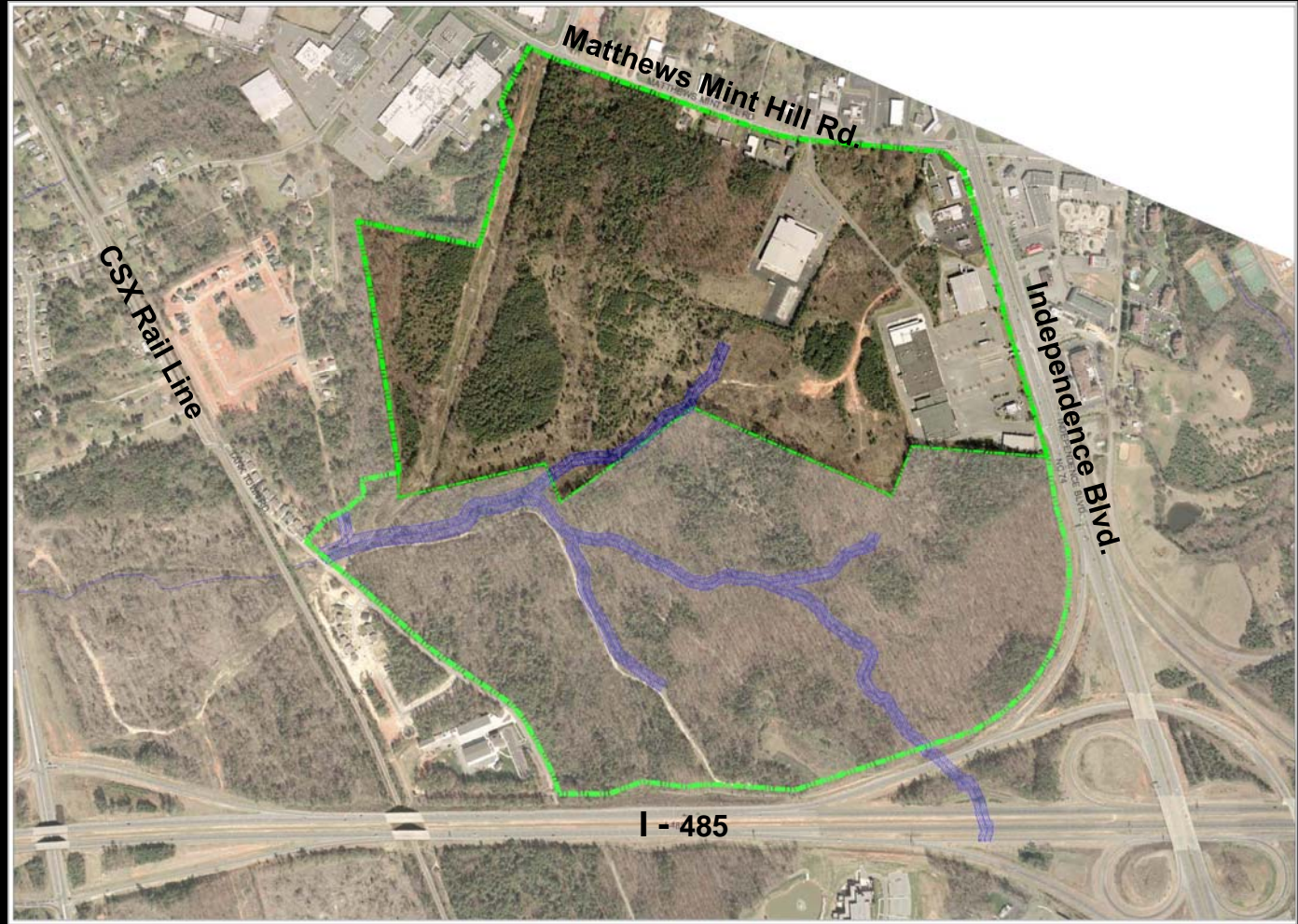
Design Process

- Project Team Meetings
- Analysis Studies
- Composite Analysis
 - Corridor alignment for Independence Pointe Parkway
 - Location of the Proposed CATS Transit Station
 - Alignment of the Connector Road from East John Street
- Functional Relationship Diagram
 - Greenways/Pedestrian Trails
 - Land Use Relationships
- 50% Concept Plan
 - Greenways/Open Space
 - Architectural Massing
 - SWIM Buffers
 - Conceptual Internal Street Network
 - Land Use Relationships
- Character Development
- Final Small Area Plan

Existing Conditions

Aerial Photograph

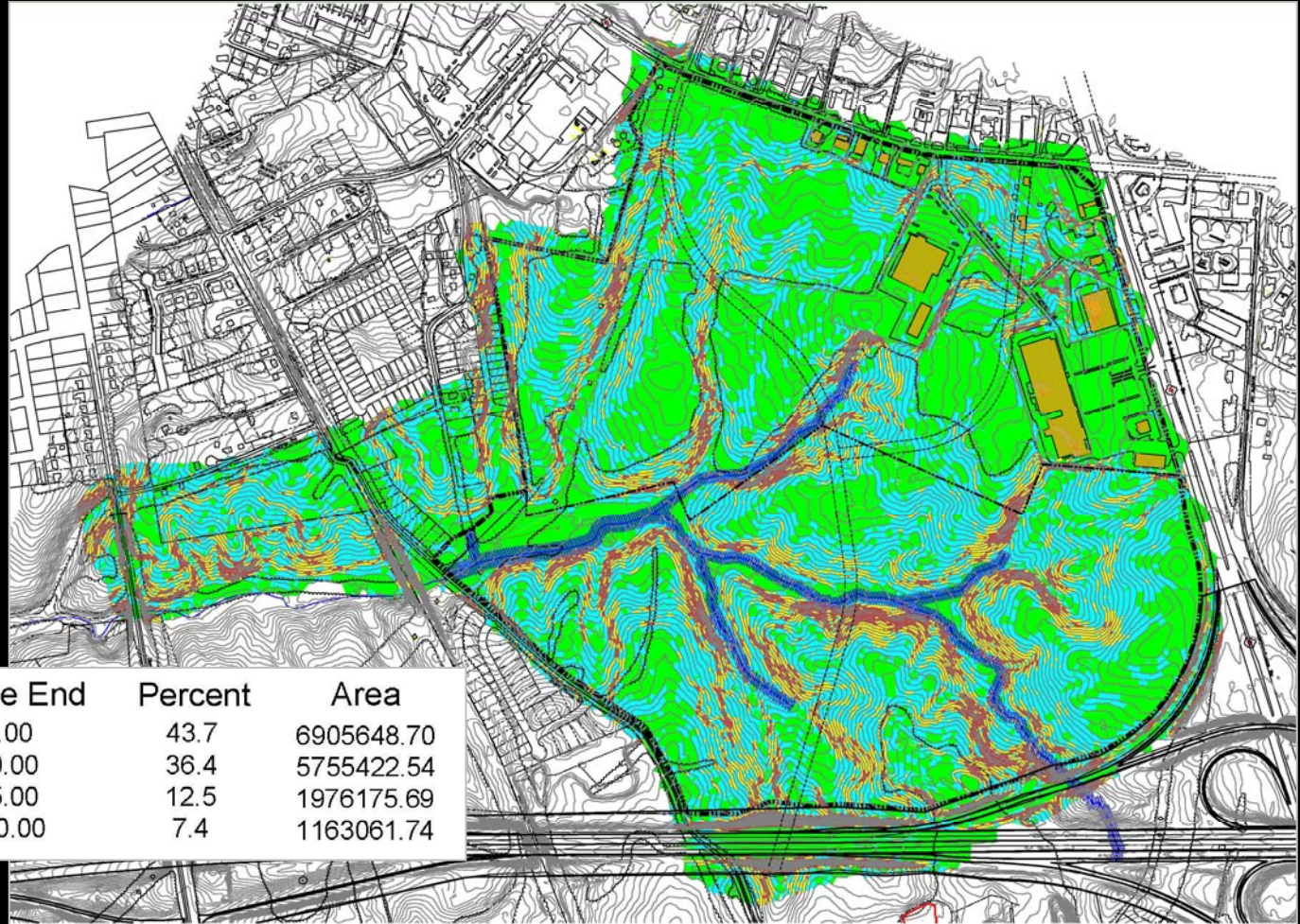
- 320 +/- Acre Site
- NC – 74
- CSX Rail Line
- SWIM Buffers
- Adjacent Sportsplex Site
- Existing Buildings



Existing Conditions

Slope Analysis

- 320 +/- Acre Site
- NC – 74
- CSX Rail Line
- SWIM Buffers
- Adjacent Sportsplex Site
- Existing Buildings



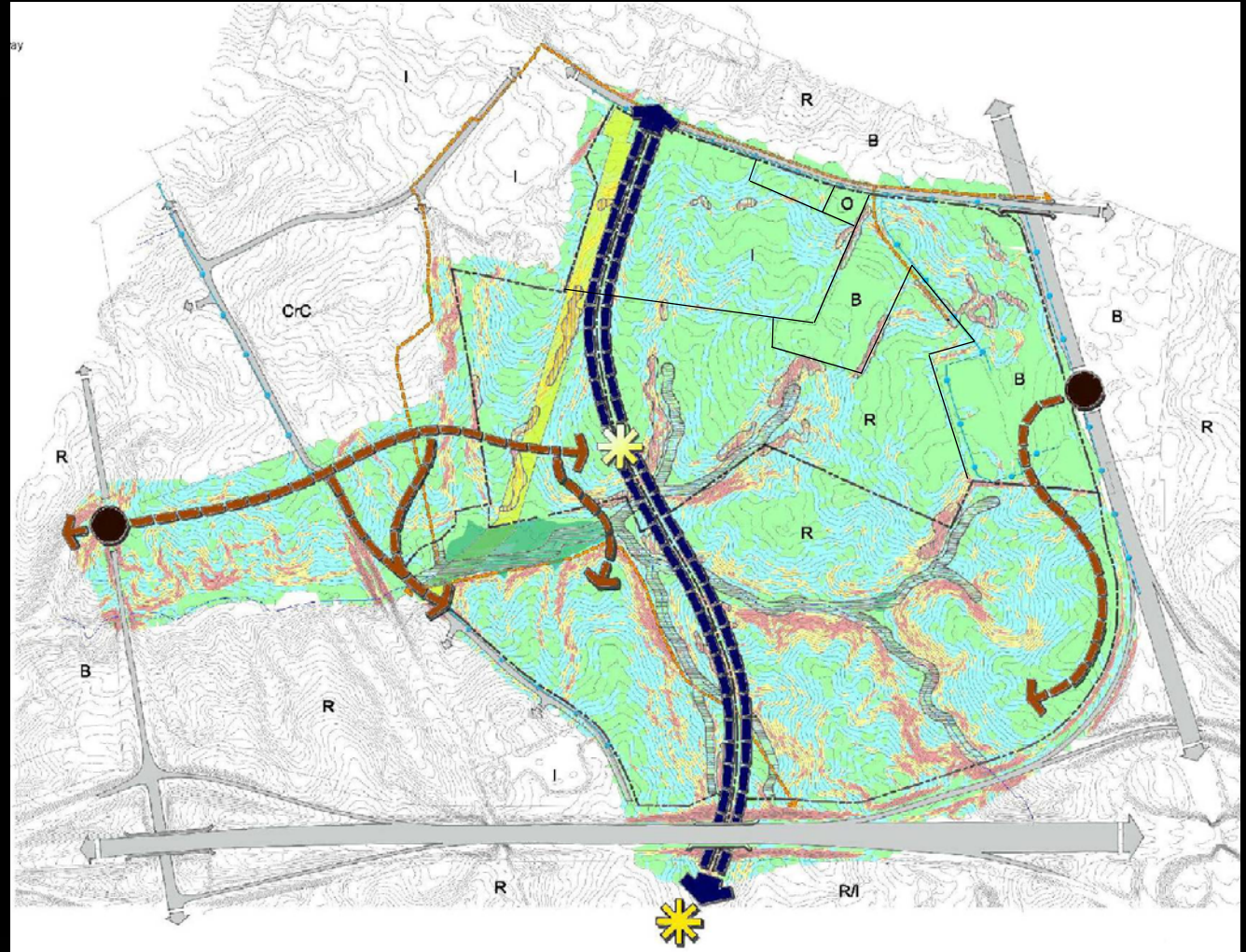
Composite Analysis

- Based on Existing Conditions
- Connection to Sportsplex
- Transit
 - Corridor alignment for Independence Pointe Parkway
 - Location of the Proposed CATS Transit Station
 - Alignment of the Connector Road from East John Street
- Environmental Impacts



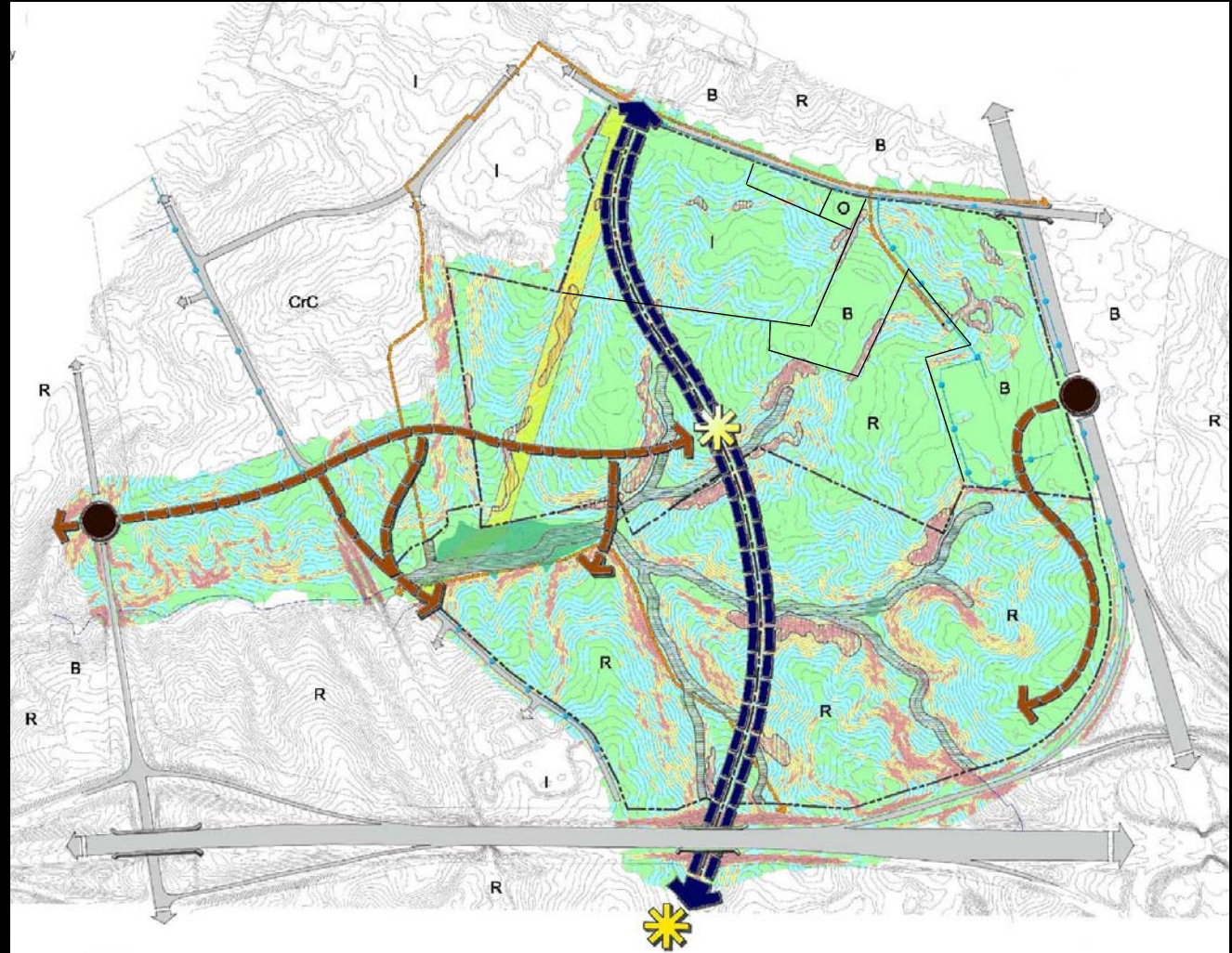
Composite Analysis A

- Independence Pointe Parkway
- Proposed CATS Transit Station
- Connector Road from East John Street
- Impacts to Blue Streams, SWIM Buffers, and Existing Wetlands



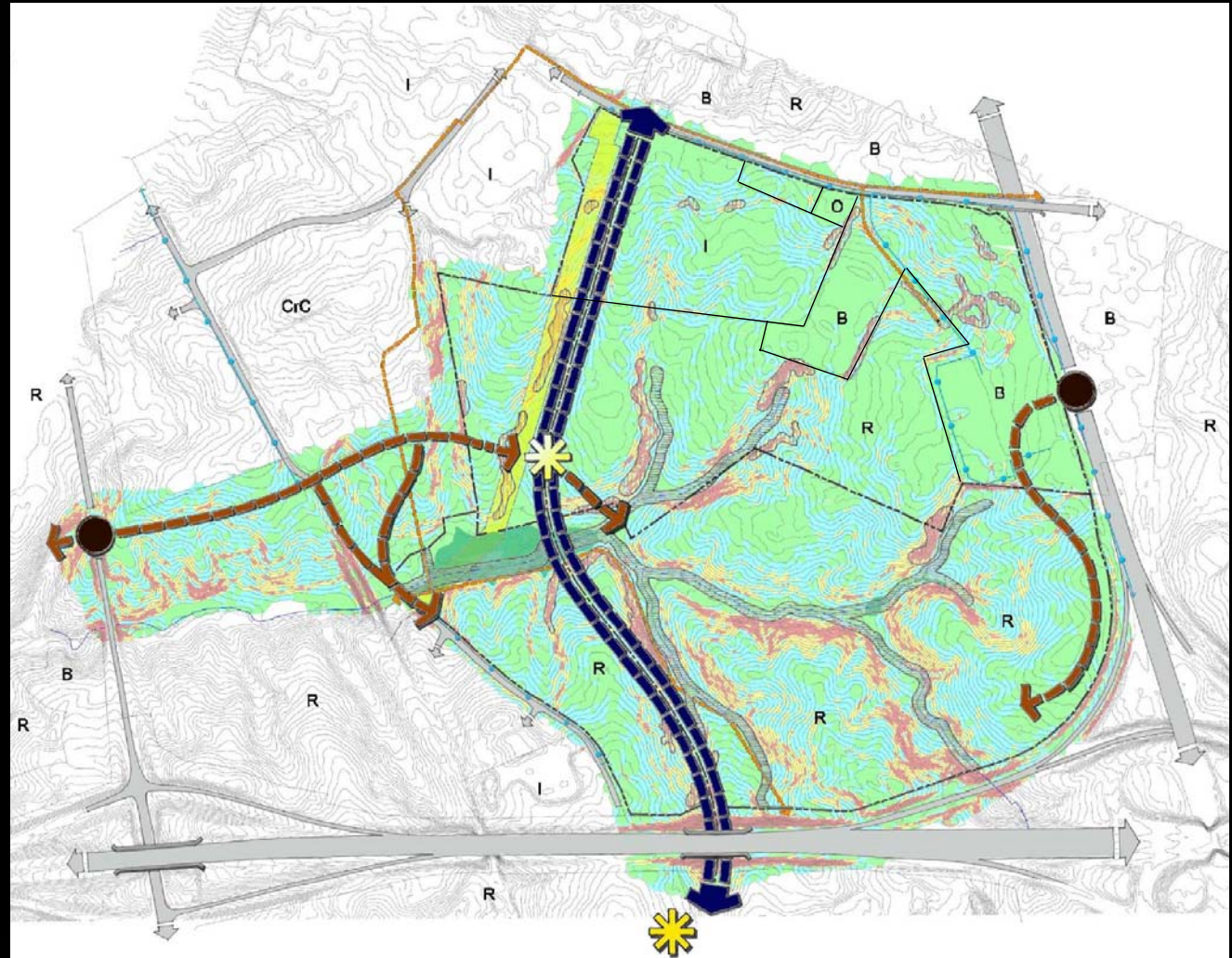
Composite Analysis B

- Independence Pointe Parkway
- Proposed CATS Transit Station
- Connector Road from East John Street
- Impacts to Blue Streams, SWIM Buffers, and Existing Wetlands



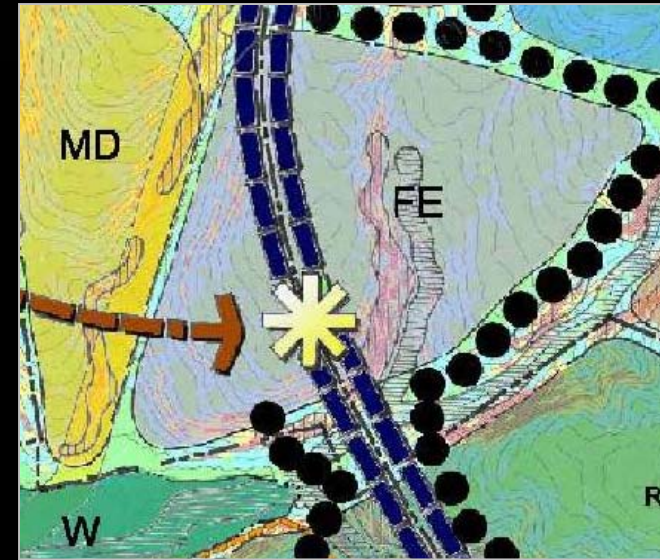
Composite Analysis C

- Independence Pointe Parkway
- Proposed CATS Transit Station
- Connector Road from East John Street
- Impacts to Blue Streams, SWIM Buffers, and Existing Wetlands



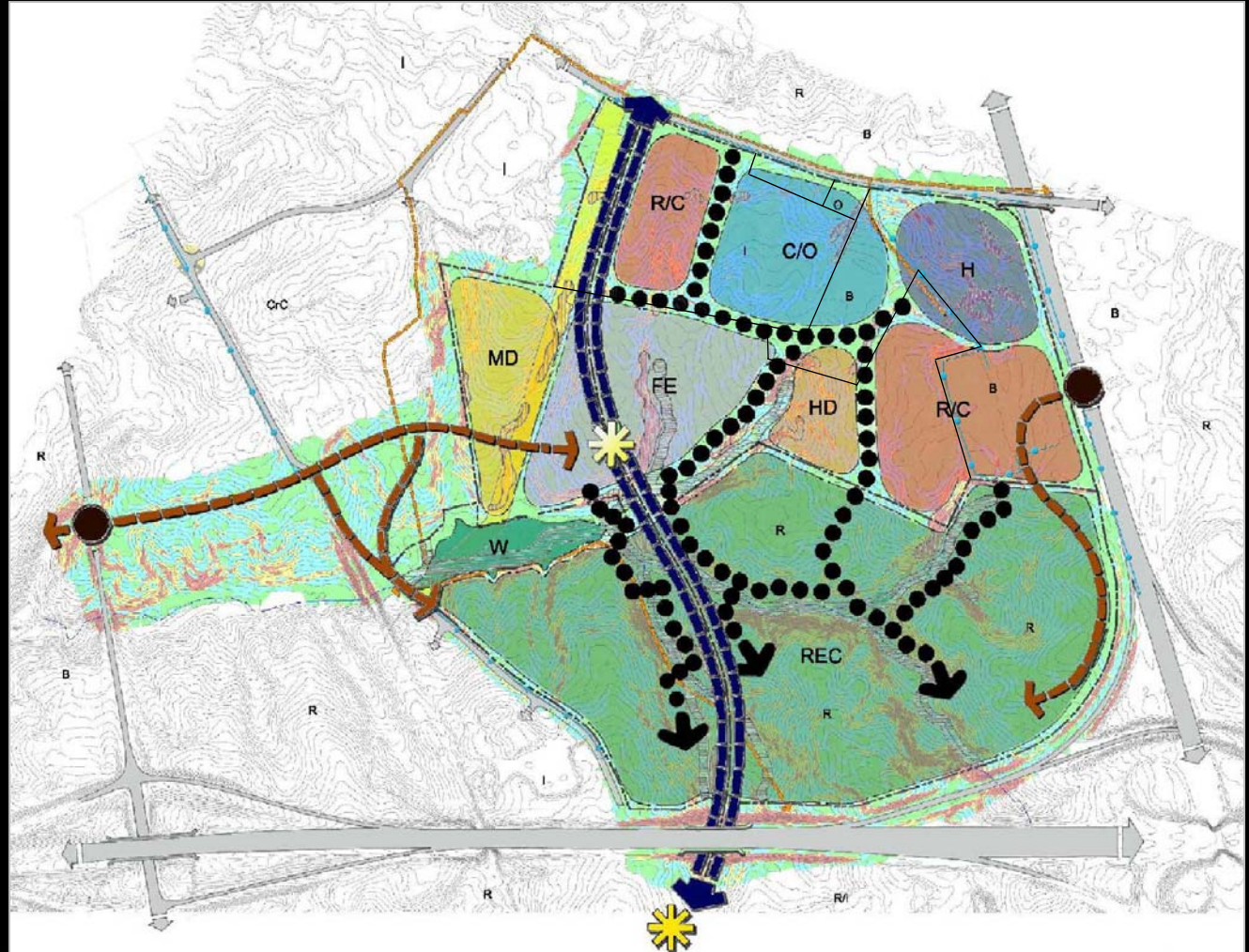
Functional Relationship Diagram A

- Greenways/Pedestrian Trails
- Land Uses
 - Retail/Commercial
 - Commercial/Office
 - Hotels
 - Residential High Density
 - Family Entertainment District
 - Recreational
 - Wetlands
 - Pedestrian Trails/Greenways



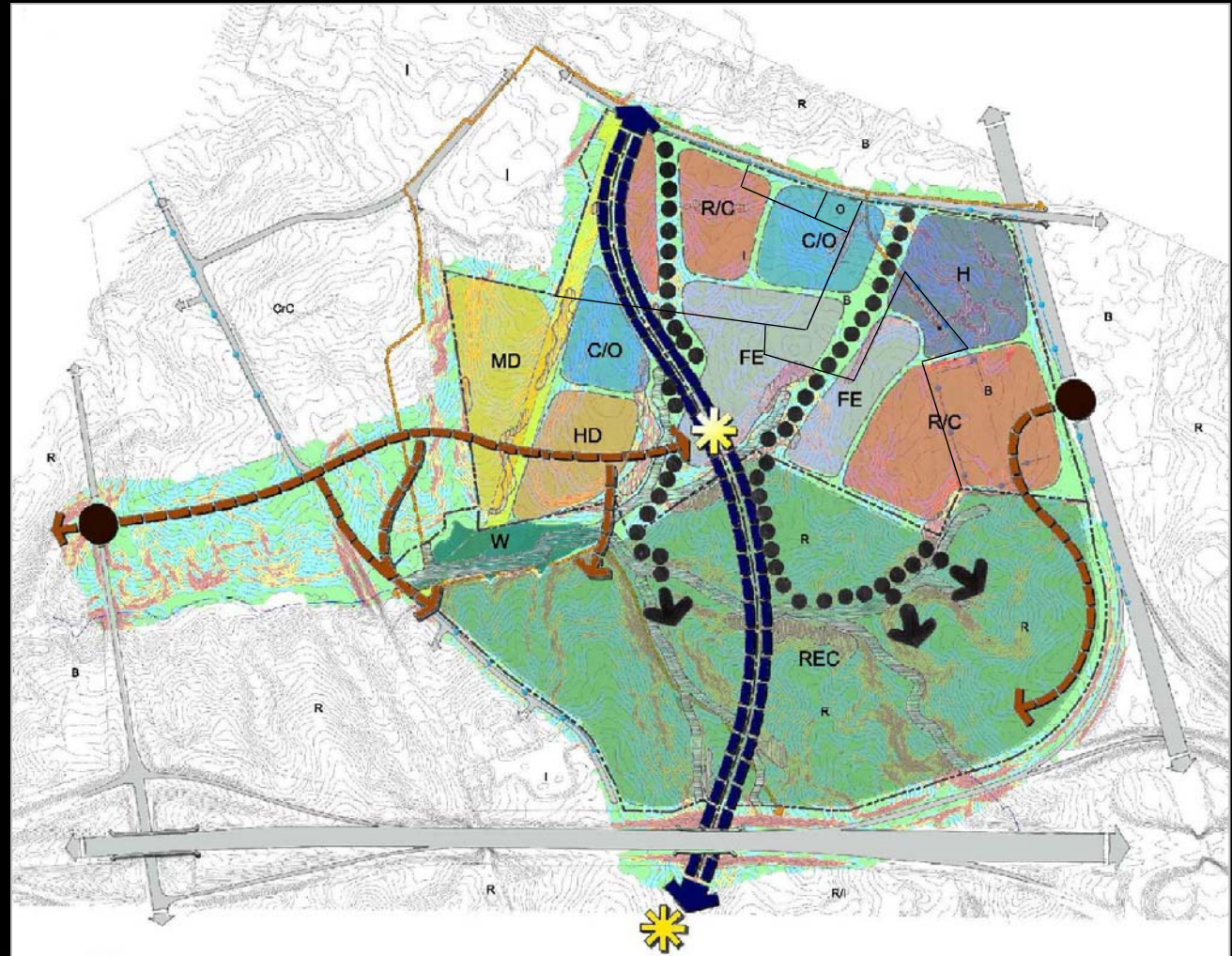
Functional Relationship Diagram A

- Divides Family Entertainment
- Transit Station Centralized within Family Entertainment
- Land Use Areas Separated by Greenways
- Greenways Connecting SAP to Sportsplex site



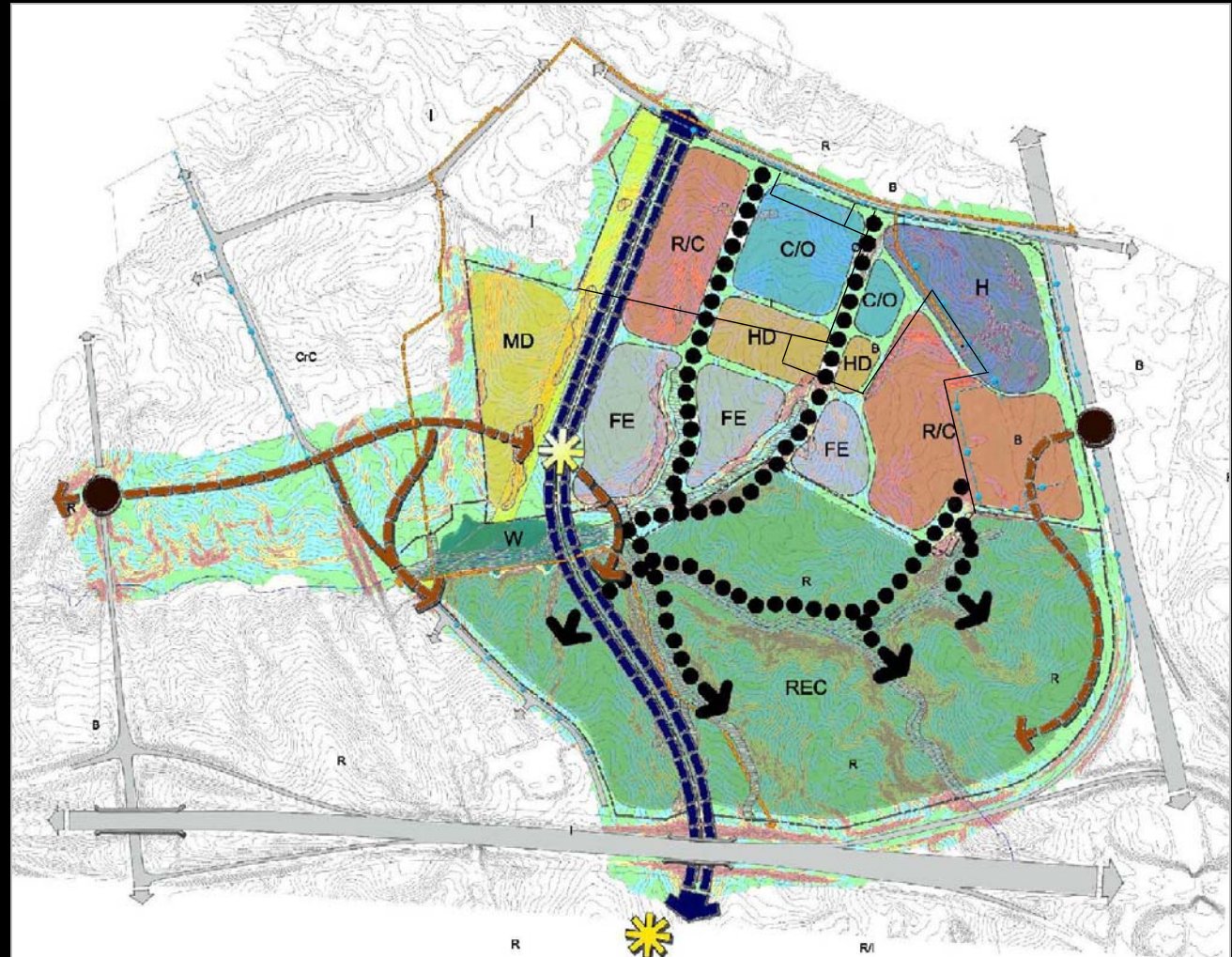
Functional Relationship Diagram B

- Parkway Bisects SAP site
- Central Family Entertainment District
- Greenways based on SWIM buffer locations
- Greenways break up land uses
- Irregular Development Areas
- Existing Property Limits Present Additional Challenges



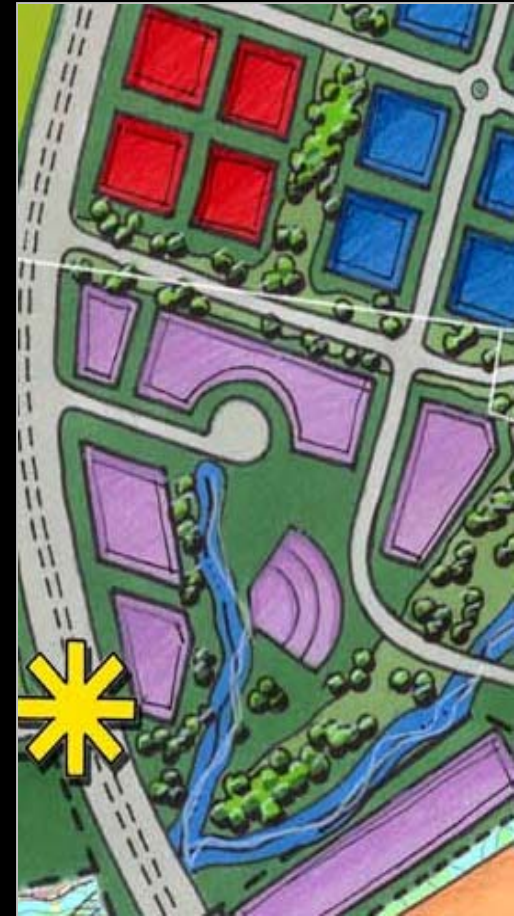
Functional Relationship Diagram C

- Introduces Vehicular/Pedestrian Separation
- Circulation is Developed in a Grid
- Efficient Development Approach
- Greenways Connecting SAP to the Sportsplex site



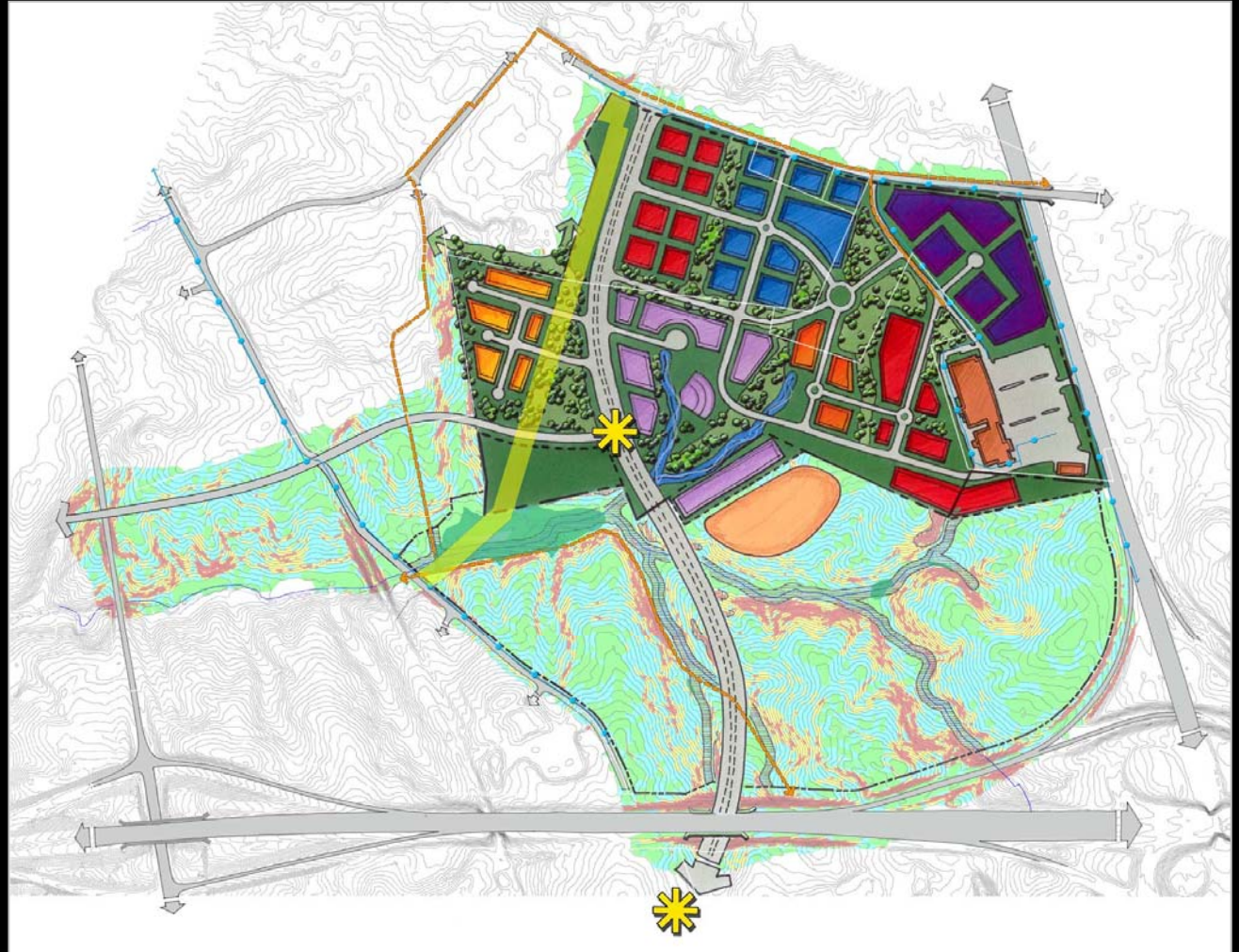
SAP 50% Concept Plan

- Greenways/Open Spaces
- Architectural Massing
- SWIM Buffers
- Conceptual Internal Street Network
- Land Uses



SAP 50% Concept Plan A

- Illustrates
 - Vehicular and Pedestrian Patterns
 - Land Use Relationships



50% Concept B

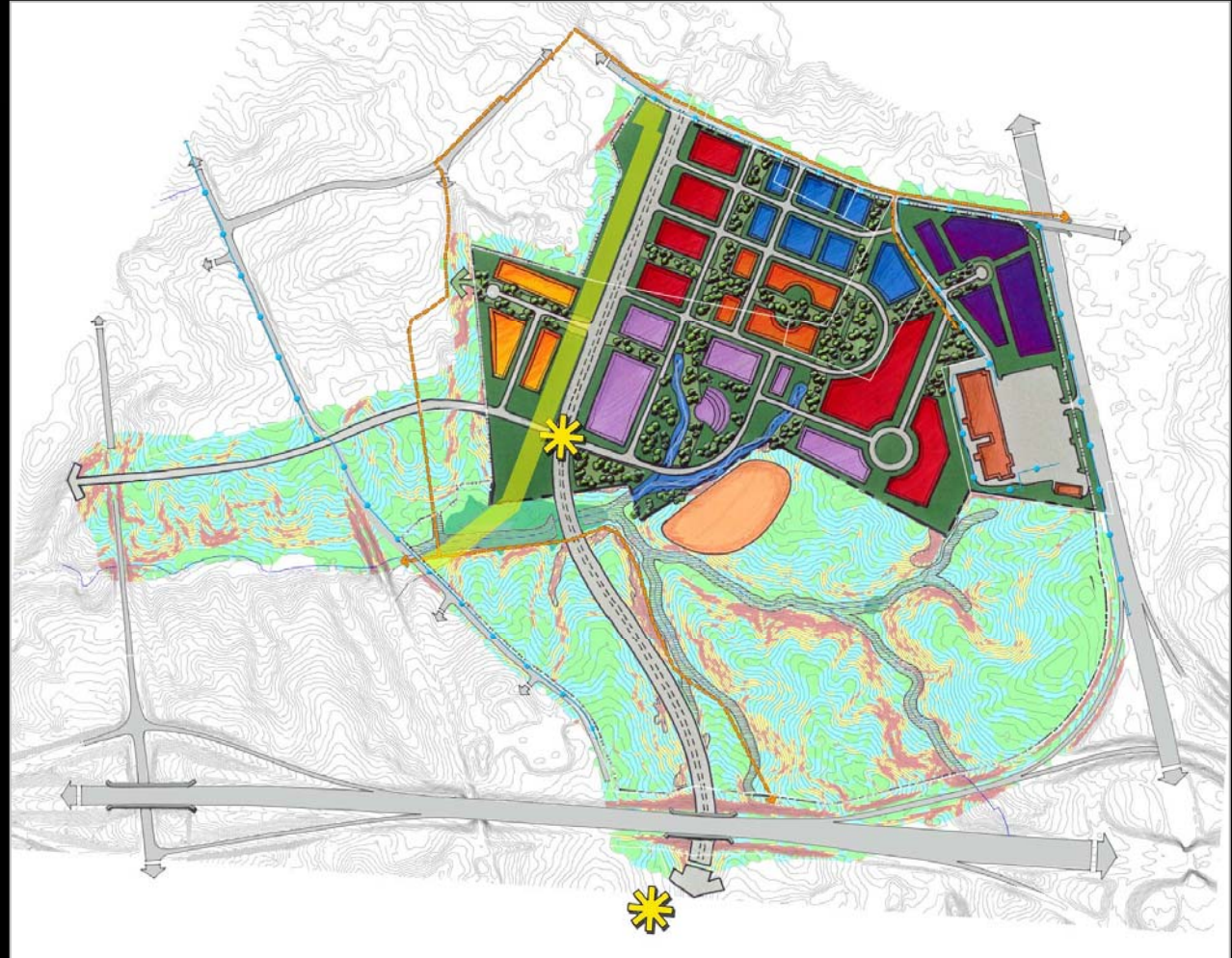
- Illustrates

- More Frequent Land Use Massing
- Less Efficiency of Development Opportunities
- Parkway Pulls Medium Density Residential Further into the Site



S A P 50% Concept C

- Illustrates
 - Grid Layout
 - Efficient Development Options
 - Relationships and Sizes of Land Uses Create Unity
 - Land Ownership Parcels Enhance Development Options
 - Circulation Minimizes Impact of SWIM Buffers and Wetlands



Architectural Massing Plan

- 2. Medium Density Residential
- 3. Family Entertainment
- 4. Family Entertainment Business/Commercial
- 5. High Density Residential
- 6. Hotel
- 7. Commercial Support Services
- 8. Commercial/Office
- 9. Business/Commercial
- 12. Greenways
- 10. Parking Garages



Medium Density Residential



SAP Family Entertainment



SAP Family Entertainment Bus. Comm.



SAP High Density Residential



SAP Hotel



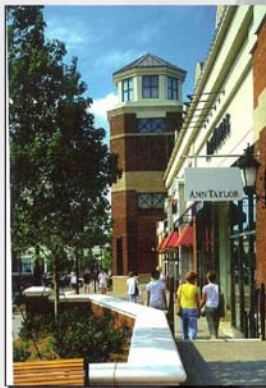
Commercial Support Services



S A P Commercial / Office



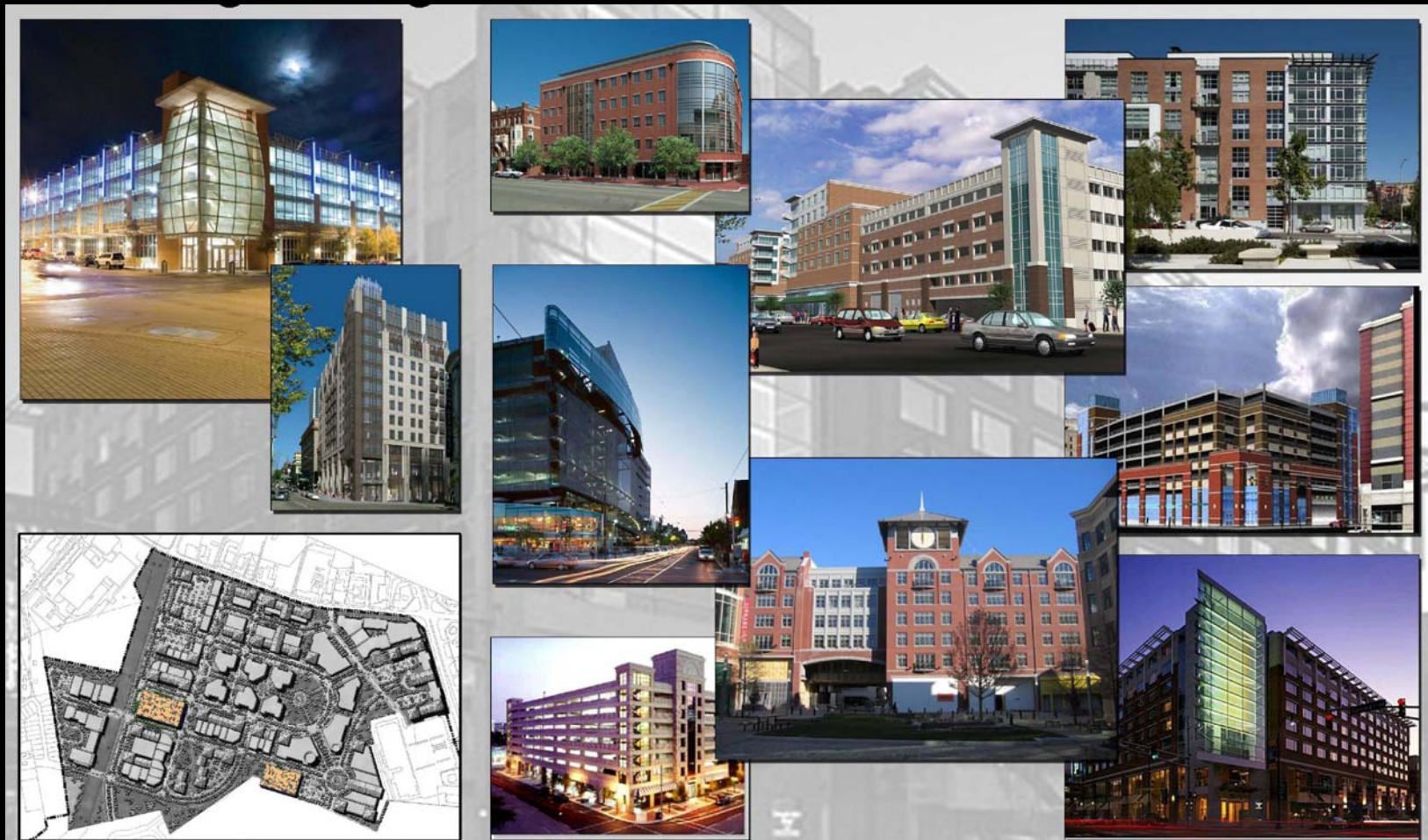
SAP Business / Commercial



Greenways



Parking Garages



SAP Overall Plan



SAP Small Area Plan

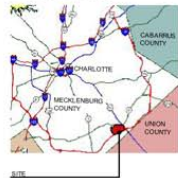
Conceptual Build-Out Framework

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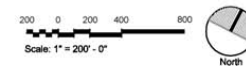
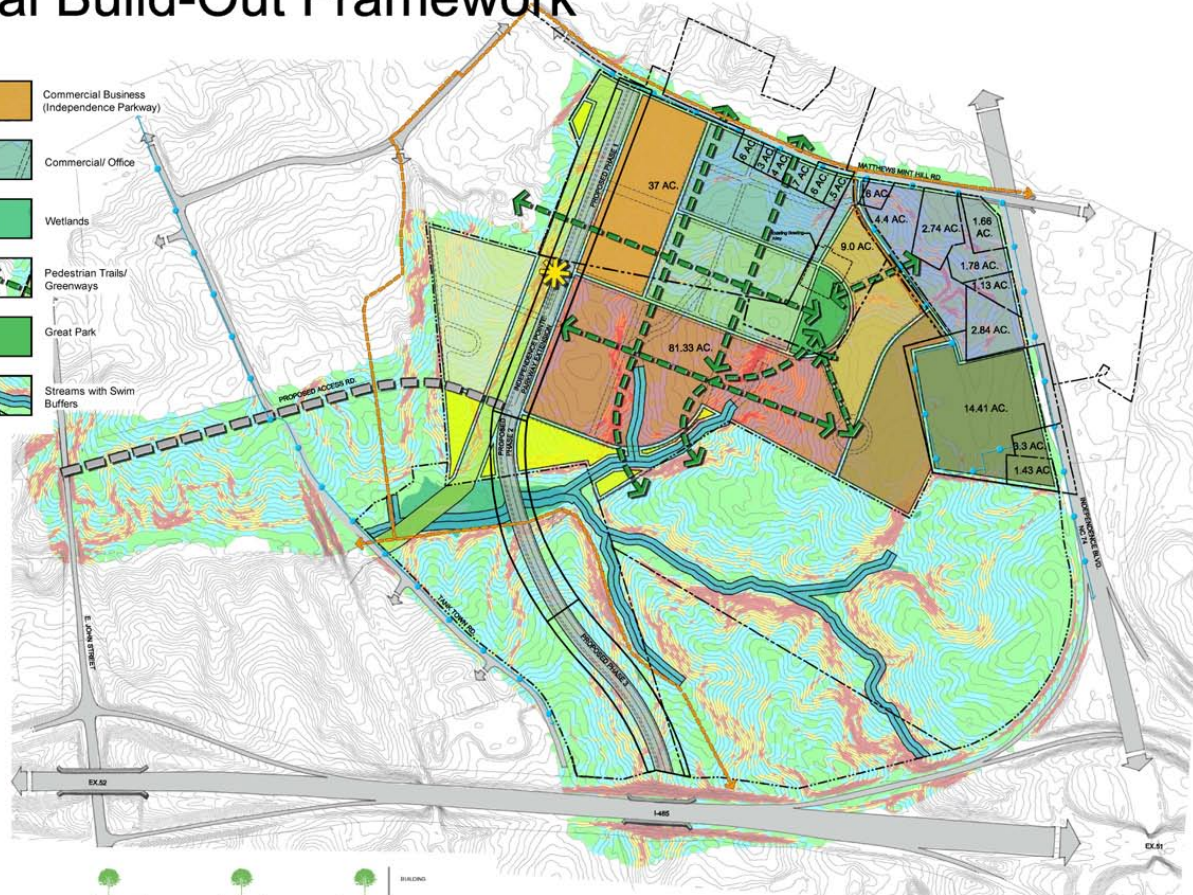
Legend

- Family Entertainment District
- Family Entertainment Business/ Commercial
- Hotel
- Residential High Density
- Residential Medium Density
- Commercial Support Services
- Existing Commercial
- Commercial Business (Independence Parkway)
- Commercial/ Office
- Wetlands
- Pedestrian Trails/ Greenways
- Great Park
- Streams with Swim Buffers

Location Map



Section A-A'

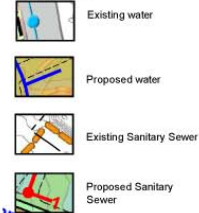


SAP Small Area Plan

Master Infrastructure Base Map

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Legend



Location Map



Section A-A'

